

CITIZENS INDEPENDENT TRANSPORTATION TRUST (CITT)

External Affairs Committee

Thursday, October 9, 2003

Stephen P. Clark Center

Conference Room 18-2

111 NW 1st Street

10:00 a.m.

Summary of Minutes

CITT MEMBERS:

Luis Morse, Chairman

Marc Buoniconti

Miles Moss

James Reeder

OTHERS PRESENT:

Bruce Libhaber, Assistant County Attorney

Ramona Phillips, Consulting Group

Peter Evans, Metro Aqua Cats

Carlos Bonzon, Ph.D, P.E.

Virginia Diaz, CITT

Patrice Rosemond, CITT

Patty David, CITT

Alina Philipp, CITT

Pepe Valdes, CITT

Barbara Bravo, CITT

Aurelia Vasquez, CITT

Jose Galan, Public Works

Jack Furney, CITT

Lilia Medina, City of Miami

Joanna Santiago, CITT

Winsome Bowen, Dade Transportation Consultants

ROLL CALL

With a quorum being present, Luis Morse, Chairman, called the meeting of the External Affairs Committee to order at 10:00 a.m.

AGENDA

Mr. Morse moved to approve the agenda. Mr. Moss asked to add "Standing Meeting Date" to the agenda. The agenda was unanimously approved.

APPROVAL OF MINUTES – SEPTEMBER 10, 2003

Mr. Morse moved to approve the minutes of September 10, 2003. The motion was seconded by Mr. Moss and carried without dissent.

CITIZENS PARTICIPATION

None

INTERGOVERNMENTAL AFFAIRS UPDATE

Virginia Diaz, CITT, stated that President George Bush approved an extension for TEA21. Miami-Dade submitted a request to the Federal Transit Administration to enter preliminary engineering and right-of-way acquisition for the North Corridor and Baylink Project. FTA approval is required before the County can proceed into the next phase.

The Board of County Commissioners are in support to amend Senate Bill enabling the Board of County Commissioners from each county served by the Regional Transportation Authority (RTA) to levy an annual license tax in the amount of \$2 for the registration or renewal of each vehicle as a dedicated source of funding for the RTA. The annual license tax shall take effect in any county served by the authority upon approval by their respect County Commission. The RTA \$2 dollar fee was not approved during the last legislative session.

Ms. Diaz mentioned that Alberto Parjus has accepted a position with Miami Dade Transit and will be forwarding all the documents pertaining to municipalities to her. To date, only 7 municipalities have submitted transportation plans.

Mr. Buoniconti asked if the municipalities have been given a deadline?

Ms. Diaz responded that a deadline was stipulated in the Interlocal Agreement signed between the county and the municipalities.

Mr. Libhaber suggested sending a letter to those municipalities that have not submitted a transportation plan with a deadline and that the CITT will recommend to the BCC to withhold funds until they comply.

Dr. Bonzon said a boilerplate application could also be attached requesting the minimum information needed and state that a consultant is available for technical assistance at no charge. Ms. Diaz suggested, holding a workshop inviting all the municipalities' transportation planners in coordination with consultant to address any questions.

Mr. Moss made a motion to approve a resolution to be forward to the full CITT for approval:

Encouraging all municipalities to comply with the submittal of the transportation plans by December 31, 2003 and recommending to the Board of County Commissioners a cessation of distribution of surtax funds to those municipalities failing to meet such deadline. The motion was seconded by Mr. Buoniconti and carried without dissent.

OLD BUSINESS

Gas Tax Report

Deferred for the next External Affairs meeting.

Advertising/Smart Signs Reports

Mr. Libhaber reported that there are 4 types of advertising/smart signs: bus benches; shelters; transit advertising; and the electronic information systems. The BCC approved to advertise for a bus bench vendor. There is an existing contract for bus shelters. They will be putting up 3,000 new bus shelters throughout unincorporated Miami Dade County. The contract for transit advertising for inside Metrorail cars, inside/outside Metro buses, and Metrorail stations has expired. Currently, the advertising is being done in-house. The contract for Electronic Information Systems is being negotiated. The system will be located in all 22 Metrorail stations and at major transfer points. At the last External Affairs meeting, Mr. Buoniconti suggested adding a provision to the contract to include language to set a minimum allotted time for public announcements related to transportation and that will be negotiated. None of these contracts need CITT approval since they will not be utilizing surtax funds.

Smart Commute Program

The Smart Commute Program is designed to advance efforts to address the link between housing affordability and transportation costs by promoting homeowners in neighborhoods located near public transit. The Smart Commute rewards

those who choose a home located within one-quarter (1/4) mile of a public transit bus stop or one-half (1/2) mile of a public transit rail station by recognizing a portion of the potential transportation savings and adding it to borrowers' qualifying income. A tentative date has been set for a press conference to unveil the program – October 24, 2003, 11:30 am at the Santa Clara Station.

ACTION ITEMS

Ms. Diaz distributed and explained five resolutions in support of the East-West Corridor. The five different resolutions were developed based on the discussions from members at the previous External Affairs Committee meeting. At the present time, there are three segments of the East-West Corridor.

Dr. Bonzon provided the members with an overview of the status of the *rapid transit* corridor projects.

The North Corridor:

Is the most advanced. In 1998 the transit agency finished its final Environment Impact Study (EIS) but never obtained a Record of Decision because that year the campaign for a dedicated transit tax failed. Subsequently, the MPO chose a bus rapid transit system instead of the heavy rail system. After the half-penny sales tax passed 2003 the original 1998 alignment is being reviewed. In addition, another segment that is considered part of the North corridor is the Earlington Heights/MIC connection. At the MPO meeting the Board selected the local preferred alternative. The next step is to request from the Federal Transit Administration (FTA) to enter into preliminary engineering and final design.

The Northeast Corridor:

A consultant has been selected to do major investment study and to review the various options.

The Kendall Corridor:

Before the half-penny sales tax was approved, a Bus Rapid Transit line along Kendall Drive and a north/south light rail component connecting with the East-West Corridor was recommended. A study will need to be done to revisit those options.

Dr. Bonzon stated that he plans to have at the next MPO meeting a road map that will entail a complete plan and timetable for each corridor. The MPO needs to establish specific priorities for each corridor. On October 23, 2003 the MPO will be discussing the Transit corridors and suggested to the members to attend.

Mr. Buoniconti asked what is the difference in the corridors? Dr. Bonzon responded funding.

Dr. Bonzon stated the two key corridors that need to be built are the North and East-West Corridors. It is essential to connect Metrorail to the Airport. Mr. Morse suggested approve Resolution A5:

Supporting the East-West Transit Corridor's minimum operable segment (MOS), as outlined in the PTP, a transit project starting at the Palmetto Expressway to the Port of Miami, which has been approved by the State and Federal government.

Dr. Bonzon stated that it is important for the CITT to provide its input to the MPO before they make decisions on priorities. There are several corridors in the PTP and they all cannot be funded at once, therefore it is important to establish priorities.

Mr. Libhaber, Assistant County Attorney, stated that the following resolutions included:

A1 Supports the East-West Transit Corridor, as outlined in the PTP, Florida Turnpike and proceeding eastward along SR836, connecting at MIC and MIA through downtown Miami to the Port of Miami, across Biscayne Bay to South Beach and ending at the Miami Beach Convention Center.

A2 Supports the East-West Transit Corridor, as outlined in the PTP, Florida Turnpike and proceeding eastward along SR836, connecting at MIC and MIA through downtown Miami to the Port of Miami.

A3 Supports the Baylink Corridor.

A4 Supports the East-West Transit Corridor, starting at the Florida Turnpike, proceeding eastward along SR836, and ending at the Palmetto Expressway SR836.

A5 Supports the East-West Transit Corridor's Minimum Operable Segment (MOS) as outlined in the PTP (Palmetto Expressway SR836 proceeding eastward along the Dolphin Expressway SR836, connecting at the MIC and MIA, through downtown Miami to the Port of Miami.

Mr. Buoniconti made a motion to approve Resolution 1A5 and forward it to the full CITT for approval. The motion was seconded by Mr. Moss and carried without dissent.

Mr. Libhaber stated that resolutions 1 – 4 would be deferred for future discussions.

External Affairs Standing Meeting

The members agreed to hold all External Affairs meeting the third Tuesday of each month at 10:00 a.m.

Mr. Buoniconti asked what is the Passenger Activity Center? Patrice Rosemond, CITT, responded that it is Alternative Analysis study to select a Locally Preferred Alternative for a major bus transfer center in northeast Miami Dade. It is an outgrowth of the Northeast State Transit Improvement Study, which was done approximately six years ago. One of the outcomes of the study was the public wanted to see alternative sites for a transit hub given the heavy transfer of passengers in Northeast Dade. One public workshop and one Citizen Advisory Committee (CAC) has been held resulting in committee members approving five alternative sites. At the next CAC meeting, the consultant will conduct an analysis of those sites and narrow it down to three sites. Mr. Buoniconti asked if funding would be requested from the CITT? Ms. Rosemond said it may be a possibility but it would not occur for some time.

CITIZEN'S COMMENTS

Peter Evans asked if the use of the waterways could be added to the 30-year plan? Mr. Moss responded that the 30-year plan would entail what was included in the Ordinance in Exhibit 1.

ADJOURNMENT

There being no further business the meeting adjourned at 11:40 a.m.

MINUTES ARE IN SUMMARY FORM
FOR A VERBATIM TRANSCRIPTIONS OF THIS MEETING PLEASE REQUEST
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